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(3rd Floor), HONGKONG,
(over Messrs Kruse & Co.)

The China Mail.

ESTABLISHED 1846

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HONGKONG, TUESDAY, DECEMBER 15, 1908

日二十月一十年十

PRICE, \$3.00 Per Month.

M. Gains
NOW SHOWING
All the Latest PARISIAN MODES
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HOTEL MANSIONS
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Hongkong, May 1, 1907.

BANDMANN COMEDY
COMPANY.

"The Night of the Party."

Having given a Society play and a heavy melodrama the Bandmann Comedy Company turned to a lighter theme on Monday evening and presented Mr. Woodson Grossmith's amusing farce "The Night of the Party." Here we have low comedy from start to finish and a fairly large audience thoroughly enjoyed the fun which the various absurd situations engendered. The outstanding parts were those of Crosbie, (Mr. Thomas Sydney), the unscrupulous blackguard of a valet, and Paulina, (Miss Lucy Beaumont). Between them they kept things going at a capital pace and they thoroughly deserved the applause which was showered on them.

Tonight's Play.

There should be a crowded house at the Theatre Royal to-night, when "The Flag Lieutenant" will be produced, as it is a piece which has been extremely popular in London. Below we give an outline of the play for the benefit of those intending to be present.

In the first act, which takes place in the admiral's after cabin of H.M.S. Royal Edward on the occasion of a ship's dance, we are introduced to the principal characters, who reveal the situation governing the action of the piece—rather a difficult expedient in dramatic construction but skilfully carried out. On the one hand, there is the Flag Lieutenant Dicky Lascelles, who has everything in life, has a beautiful girl, he has got on in the service, he has wealth and his luck is proverbial. His "pal," Major Theisger, of the Marines, has had very different. He has never had a chance of distinguishing himself, he has nothing but his pay and an immediate prospect of being placed on the shelf. They are both in love, but while Lascelles is a very desirable parti for Lady Hermione Wynne, Theisger hardly dares to aspire to the wealthy Mrs. Carson. The bond of affection between the two men originated when both were boys in the services, and Theisger sacrificed his last twenty pounds to rescue Lascelles from an impudently "sub" from a disreputable predicament. Such is the state of affairs when trouble breaks out in Crete and both leave suddenly at the end of the dance for active service at Candia. In the second act we have the Camp at Candia—the little force of blue-jackets and marines in a tight corner surrounded by bad brutes. Theisger conceives the idea of disguising himself as a bashi bazouk, making his way through the enemy to the telegraph station and sending a message to the fleet for help. Just as he is starting, he is shot in the head and on his recovery of consciousness the doctor declares that his memory of events since leaving Malta is a blank and will probably never be recovered. Then Lascelles conceives the idea of himself secretly carrying out Theisger's project and letting Theisger have the credit. In this way he looks to repay Theisger's old debt. He succeeds in his expedition and with the doctor, the only other man in the secret, as an accomplice he succeeds further in establishing the story that Theisger was the hero and not himself. But his own absence from the camp has been marked, he is unable to explain it, and so in the third act we find them back at Malta. Theisger the hero of the day and Lascelles the subject of unpleasant stories of cowardice. His refusal to explain his disappearance from the scene during the thick of the fighting is to be the subject of a court of inquiry, and all his friends are at a loss to understand his mysterious conduct. Ultimately, through the telegraph station at Candia the real story becomes known to a few, among whom is the admiral. The latter publicly asserts that he has received a full and satisfactory explanation from Lascelles, and the silence of the rest is pointed. Theisger remains a hero in his own and the public estimation and Lascelles' character is cleared.

CHAMBERLAIN'S COUGH REMEDY IN SOUTH AFRICA.

MRS. S. SCHNEIDER, of Koffeyfontein, O. R. C., is very grateful to the manufacturers of Chamberlain's Cough Remedy. He has found that it cures his children as well himself of their coughs and colds. They were all coughing and got no relief until this remedy was used. Many parents have made this same discovery. There is nothing better for coughs, cold and croup, and as it contains no injurious substances, there is no danger in given it to the children. For sale by all chemists and storekeepers.

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Hongkong, December 12, 1908.

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1552

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Hongkong, August 25, 1908.

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YOU WILL WANT SOME BEER DURING THE FESTIVE SEASON.

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It is supplied to the Army Messes and to various Warehouses in the Harbour.

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Hongkong, 11th December, 1908.

2.

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HIGH-CLASS GOLD AND SILVER WATCHES.
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"POLYBRILLIANT" METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
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Hongkong, August 2, 1908. 816

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Round Trip 4 Days.
Comfortable Steamers—Delightful Climate.
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For further information, apply to
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Hongkong, October 25, 1907. 170

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WHITWORTH'S from £3 12s. 0d.
A 1000-
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BY THE BAND OF

S.M.S. Fuerst Bismarck

PLAN AT
ROBINSON PIANO Co., Ltd.
Hongkong, December 9, 1908. 1660

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Patients attended in their own Homes or
in Hospital.

BERNARDI AND REBURNING EFFECTIVELY
CURED.
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HAS REMOVED
TO MORE COMMODIOUS PREMISES
29 & 31, DES VOUX ROAD,
Near the MURRAY STORES.

SPECIAL RATES FOR MONTHLY CLIENTS.
TIFIN \$30 per Month.
FULL BOARD ... \$40.

PREPARE SPECIAL GOOD MEALS ON HAND.
HARRY NEWBOLD, Proprietor.
Hongkong, May 12, 1908. 764

LLOYD'S REGISTER OF SHIPPING.

Annual Report.

The annual report of Lloyd's Register of shipping states that at the close of the year ended 30th June, 1908, 10,472 merchant vessels, registering over 20 million tons gross, held classes assigned by the Committee of Lloyd's Register.

In view of the general depression which has for some time existed in the shipbuilding industry, the tonnage classed by the Society during the year shows a falling off from the high figures of the previous year, which represented the greatest amount of tonnage classed during any one year in the history of the Society.

Classes were assigned by the Committee to 648 new vessels. Their registered gross tonnage amounted to 1,151,791 tons. Of these vessels, 605 of 1,147,547 tons were steamers, and 43 of 4,244 tons were sailing ships. These vessels were all constructed, in accordance with approved plans, under the special supervision of the Surveyors to Lloyd's Register. Of the 648, 571,943 tons, or 55 per cent., were built for the United Kingdom, and 479,948 tons, or 41 per cent., for the British Colonies and foreign countries.

The following table sets forth the new tonnage classed by the Society during the last ten years:—

	Steam.	Sail.	Total.
1898-9	1,302,320	90,357	1,392,676
1899-1900	1,236,831	18,908	1,255,739
1900-1	1,328,385	26,916	1,355,311
1901-2	1,381,750	43,696	1,425,416
1902-3	1,181,265	68,155	1,249,420
1903-4	1,051,960	27,083	1,079,045
1904-5	1,189,769	11,058	1,200,827
1905-6	1,408,579	4,066	1,412,645
1906-7	1,470,312	14,410	1,484,722
1907-8	1,147,547	4,244	1,151,791

Since the issue of the last Annual Report, 49 steamers of upwards of 5,000 tons each have received the Society's classification.

A type of steamer for which there is an increasing demand is that designed for the carriage of oil in bulk. Fourteen of these vessels have been classed since June, 1907, and have all received the 1901 character. At the present time there are no less than 27 oil carrying vessels with a total tonnage of 128,473 tons under construction with a view to classification in Lloyd's Register Book. During the year numerous vessels of special types have received the Society's A1 Class, which is provided for vessels intended for particular purposes, or limited voyages, for which a high rate of speed, or shallow draft is essential.

The numerous yachts classed by the Society during the year include the fine steam yacht, *Iolanda*, 1,847 tons, and *Liberty*, 1,607 tons built at Leith; the *Cassandra*, 1,227 tons, built at Greenock; and the turbine yacht *Vandis*, 1,092 tons, built at Glasgow. In the course of the year the plans of 554 vessels intended to be built of steel, 42 of wood, and 3 composite—making a total of 599 vessels—were submitted for the Committee's consideration, with a view to the approval of the vessels for classification by the Society. The tonnages in course of construction under the inspection of the Society's Surveyors at home and abroad, on 30th June last, was 745,638 tons. This total, which is 300,000 tons less than that recorded twelve months previously indicates the serious shrinkage which has occurred in the shipbuilding trade in the course of the year. During the year 611,000 tons of ship and boiler steel were tested by the Society's Surveyors at home and abroad.

At the present time there are 72 steel manufacturing firms in the United Kingdom, and 145 abroad, recognised by the committee for the production of steel for use in the construction of vessels and machinery intended for classification in Lloyd's Register Book.

The continued extension of the Society's operations at Foreign and Colonial Ports necessitated the establishment, from time to time of additional examining Surveyorships abroad, and, with a view to meeting the convenience of shipping firms and others of the society's clients, the committee have found it desirable since the last annual report was published, to create an exclusive appointment in New Zealand, where the services of an experienced surveyor to deal with important cases, in connexion with vessels engaged in the carriage of refrigerated cargoes, are much in demand. Christchurch, N.Z., has been selected as the most convenient port of residence for the surveyor in question, who has been chosen from the Home Staff.

The death occurred during the year of the Society's Exclusive Surveyor at St. John's, N.F.L., and at the special request of the Government of the Colony the Com-
(Continued on Page 8.)

SAVAGE'S
SAFETY
CAPULES
PAIN EXPELLER
FOR RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL PAINFUL AFFECTIONS.
Regular Use.

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A MAGNIFICENT COLLECTION OF OIL-PAINTINGS,FROM THE
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Comprising Paintings by the Well-known Artists:
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Dupin, Gerard, Lionetti, Constantin, Mayard, Montren,
Lencir, Holmstedt, Artot, Berquin, etc., etc.

On the 21st and 22nd December, 1908, commencing each day
at 2.30 p.m., in the

CITY HALL (ST. ANDREW'S).

N.B.—The attention of the public is drawn to this opportunity of purchasing valuable works of art which are the finest that have ever been offered for sale in this Colony.

Catalogues on application.
GEO. P. LAMMERT, Auctioneer.
Hongkong, December 14, 1908. 1684

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UNRIVALED FOR COMFORT AND COINSE;
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS
A. F. DAVIES, Manager.
197

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ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North Winds in Winter. Commanding a fine view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Max. Telephone Add: 'Peaceful'.
Town Office: 4, DES VOUX ROAD.
Hongkong, February 8, 1908. 21

THE RONEO DUPLICATOR

Capable of printing 5,000 copies of any circular, notice, report, etc., either type-written or hand-written at the rate of 70 to 80 copies per minute.

The special representative of Messrs RONEO, LTD., (London), is now in Hongkong and will demonstrate machine to those interested on application to—
A. ROMBACH & Co., 17a, Queen's Road Central.
Hongkong, December 12, 1907. 198

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WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

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HEALTH-GIVING
FRUIT
REFRESHING
SALT
INVIGORATING

DINNEFORD'S
The Physicist's Cure for Gout, Rheumatic Gout and Gravel.
Safest and most Effective Remedy for Regular Use.
DINNEFORD'S
MAGNESIA

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned having been appointed AGENTS at the above Company, are prepared to accept First and Second Class at Current Rates.
GRUZE, BASTO & CO.,
Hongkong, November 10, 1908. 1584

To Let

TO LET.
N. O. 27, ROBINSON ROAD, commencing from 1st January, 1909.
Apply to **HEAD SHROFF,**
CHARTERED BANK.
Hongkong, December 14, 1908. 1681

TO LET.
A BERTHOLWYN, PEAK ROAD, from 1st March next. Excellently Furnished, Hot and Cold Water laid on, Tennis Court and Swimming Bath.
Apply to **HUMPHREYS' ESTATE & FINANCE**
Co., Ltd.
Hongkong, November 6, 1908. 1682

TO LET.
DERRINGTON, PEAK ROAD, below L.R.O. The Property is also FOR SALE.
For particulars, apply to **O. SCHROETER,**
King's Buildings, 3rd Floor.
Hongkong, November 24, 1908. 1683

TO LET.
FROM 1st March, 1909, a FURNISHED HOUSE at 1, Gough Bldg, the Peak.
Apply to **THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, December 23, 1908. 1684

TO LET.
GODOWN No. 54, DUDDELL STREET.
Apply to **THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, December 1, 1908. 709

TO LET.
FURNISHED. The BLUFF, No. 107, the Peak. 5-roomed Bungalow with Tennis Court. March to July. \$200 a month including.
Apply to **L. GIBBS,**
Bosconfield Avenue.
Hongkong, December 4, 1908. 1680

TO LET.
OFFICES on 1st Floor, No. 8, QUEEN'S ROAD CENTRAL, recently occupied by the 'CHINA MAIL' LTD.
For further particulars, apply to the SECRETARY of the 'CHINA MAIL' LTD., 6, Wyndham Street.
Hongkong, October 13, 1908.

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BRACONFIELD ARCADE, Fine Offices and Dwelling Rooms.
BELILIOS TERRACE HOUSES, ROBINSON ROAD.
OFFICES in QUEEN'S ROAD CENTRAL.
2, BRACONFIELD ARCADE, facing the Parade Ground.
ORANGE RYRIE, No. 4, PEAK.
No. 5, ELGIN TERRACE.
15, QUEEN'S ROAD CENTRAL, First and Top Floors (former Oldcock, Macgregor).
A 4-roomed Bungalow. Furnished or Unfurnished at the Peak.
Apply to **LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1907. 164

TO LET.
SHOP, No. 14 QUEEN'S ROAD CENTRAL, on Lease.
'ROSEBATH' Garden Road, Rowloon.
Apply to **LEIGH & ORANGE**
Hongkong, August 25, 1908. 25

TO LET.
OFFICES in ALEXANDRA BUILDINGS.
Apply to **SECRETARY,**
A. S. WATSON & Co., Ltd.
Hongkong, April 23, 1907. 730

TO LET.
GODOWN No. 67, PRAYA EAST.
Apply to **CHATER & MODY,**
Victoria Buildings.
Hongkong, October 17, 1908. 1682

TO LET.
70,000 SQUARE FEET OF LAND with 500 foot frontage to Kowloon Bay. Moderate Rental.
Apply to **MESSES FARRELL & LISAUGHT,**
Hongkong, August 23, 1907. 1589

TO LET.
'HATHERLEIGH', CONDUIT ROAD.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, Buildings and No. 68, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
A House in RIFON TERRACE.
A House in WONG NAI CHONG ROAD.
Apply to **THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, December 1, 1908. 24

TO LET.
'FUNG SHUI', PLANTATION ROAD, the PEAK. This House, which is admirably situated and within easy distance of the Tram, is fully furnished, and contains Drawing and Dining Rooms, Three large and two small Bedrooms, Dressing and Bath Rooms, Kitchen and Larder, Servants' Quarters, Cellar, and a large Vegetable Garden (planted with various kinds of Fruit and Vegetables).
For further particulars, apply to **JOHNSON, STOKES & MANN,**
Solicitors,
8, Des Voux Road Central.
Hongkong, November 6, 1908. 1689

TO LET.
WASHINGTON BOOKS.
(In English and Chinese).
WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can be had at this Office.—Price, 50 Cents.
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To be had in all respectable wholesale and retail provision Import Houses.

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THEATRE ROYAL.

CITY HALL.

MAURICE E. HANDMANN

PRESENTS

THE
BANDMANN
COMEDY CO.

INCLUDING MISS FLORENCE HAMER.

TO-NIGHT (TUESDAY),

December 15,

THE FLAG LIEUTENANT.

WEDNESDAY, Dec. 16th,

Mrs. DOT.

A ROYAL DIVORCE.

FRIDAY, Dec. 18th,

Mrs. WIGGS OF THE CABBAGE

PATCH.

SATURDAY, Dec. 19th,

Z & Z.

MONDAY, Dec. 21st,

THE SCARLET PIMPERNEL.

TUESDAY, Dec. 22nd,

JACK STRAW.

WEDNESDAY, Dec. 23rd,

DIANA OF DOBSON'S.

THURSDAY, Dec. 24th,

THE GAY LORD QUEX.

Plan of Seats Now ready at Mouton & Co.

PRICES: \$3, \$2 & \$1.

Doors open 8.30. Commence 9 p.m.

Hongkong, December 2, 1908. 1629

TICKETS CAN ALSO BE OBTAINED AT THE

ROBINSON PIANO CO.

Don't Forget the Address:

DES VUEX ROAD

(POTTERING STREET CORNER).

Hongkong, December 23, 1907. 1748

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OF

OIL-PAINTINGS,

(By Celebrated French Artists)

TO BE HELD AT THE

CITY HALL (St. Andrew's)

on the 18th and 19th DECEMBER, 1908.

Admission.....50 Cents.

Proceeds to be divided between the Hong-

kong Benevolent Society and The

Fung Wah Hospital.

Hongkong, December 11, 1908. 1672

To EXPLORERS OF COUNTRY

far from Road or Rail.

MERRYWEATHER & SONS

Are pioneers in manufacture of

LIGHT MACHINERY,

Particularly Pumping Plant.

Speciality: 4 1/2 H.P. Steam Pump "Valiant,"

Weight 15 cwt., can be carried by four men.

Write for Illustrated Pamphlet No. 7000.

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68, LANE ACRE, LONDON, W.S.

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To Keep in Touch
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BUY A

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MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

YORK BUILDINGS, CHATEL ROAD.

Hongkong, April 16, 1907.



A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

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A Fine Selection of the CHOICEST
FRENCH PERFUMES in Elegant
Fancy Boxes, Caskets and Cut Glass
Bottles; also ELEGANT SOAPS, TOI-
LETT WATERS, HAIR WASHES, from
the following Celebrated Houses:—Atkin-
son, Piver, Roger and Gallet, Rigaud,
Houbigant, etc.

Specially selected for our

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The following are highly recommended,

and are very suitable for presents:

Ideal Perfume, Fleurs D'Amour, Bouquet

de Amour, Indian Hay, 4711 Eau de

Cologne, Parfums Original Genuine Eau de

Cologne. Peau d'Espagne, Treffe Incar-
nate, Azores, Camis, etc., etc.

YE OLDE ENGLISH

LAVENDER WATER

(in elegant Bottles).

Safrao, Vera Violetta, Coeur de Jean-

nette, Mes Delices, Violet Merveille,
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PIVET'S FANCY TOILET

CASES,

Containing:—Soap, Perfume, Powder and

Toilet Matter.

Fancy - Toilet

Articles - - -

Very suitable for Presents.

Handsome Toilet Sets, Silver mounted

in Fancy Cases, Handsome Puff Boxes,

Cut Glass Bottles in Great Variety, Hair

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RAZORS IN CASES, by the Best

Makers: Gillette, Krupp, Rodgers, Wil-

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Patent Razor Strope, Shaving Mirrors,

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Ready-made Day and Even-

ing Gowns, Paris Models

in Hats and Toques,

Laces, Trimmings, Under-

clothing, Boots and Shoes,

Hosiery and Gloves, etc.,

etc. 675

MARRIAGE.

On the 15th Dec., at the Union Church,

Hongkong, by the Rev. O. H. Hocking,

JAMES WARRACK, Master Mariner, O. N.

Coy., son of the late James Warrack,

Builder, Aberdeen, Scotland, to NELLIE,

Daughter of Thomas Milne, late Nursery-

man, Aberdeen, Scotland.

MEMOS FOR TO-MORROW.

9 p.m.—Performance at City Hall.

Auction.

2.30 p.m.—Auction of Japanese Silk

Embroideries, etc., at Messrs Hughes &

Hough's Sales Rooms.

Amusements.

9 p.m.—Concert at St. Andrew's Hall.

General Memoranda.

THURSDAY, December 17:—

2.45 p.m.—Auction of Household Furni-

ture, at No. 55, Elgin Terrace.

Goods per Dragonia undelivered after this

date subject to rent.

Goods per Delta not cleared at 4 p.m. on

this date subject to rent.

FRIDAY, December 18:—

2.45 p.m.—Auction of Household Furni-

ture, etc., at "Hollywood," Des Vaux

Road, Kowloon.

Goods per Kotachi Maru not cleared on

this date subject to rent.

MONDAY, December 21:—

10 a.m.—Auction of Victualling Stores,

at H.M. Naval Establishments.

2.30 p.m.—Auction of Magnificent Col-

lection of Oil-paintings, at City Hall.

4 p.m.—Prize Distribution at St. Joseph's

College.

Goods per Bendu undelivered after

this date subject to rent.

NOTICE.

Communications relating to news should be

addressed to THE EDITOR.

Letters relating to business should be address-

ed to THE MANAGER.

Correspondents must forward their names

and addresses with any communications ad-

dressed to the Editor, not for publication but

as evidence of good faith.

All letters for publication should be written

on one side of the paper only.

No anonymous signed communications that

have already appeared in other papers will be

inserted.

Orders for extra copies of THE CHINA MAIL

should be sent before 11 a.m. on the day after

publication. After that hour the supply is

limited. Cash 10 cts., Credit 20 cts., per

copy.

Alterations and additions to Advertisements

on Pages 1, 2, 3, 6 and 7, should be sent to the

Office, No. 5, Wyndham Street, not later than 11

a.m. New Advertisements should be sent in

before 3 p.m.

Advertisements and Subscriptions which are

not ordered for a fixed period will be continued

until countermanded.

Telegraphic Address: Mail, Hongkong.

Telephone No. 22.

The China Mail

HONGKONG, TUESDAY, DECEMBER 15, 1908.

THE AMERICAN ARMY OFFICER.

The United States of North America

have hitherto been content with a stand-

ing army of 60,000: it is now proposed

that an emergency volunteer army of

200,000 men be also provided for. It

is surprising, at first sight, how little the

world really knows concerning the

American army, while even less is known

of its officers. We in Hongkong, per-

haps, have a little better opportunity of

finding out what manner of man the

latter is than have most outside people,

for many officers of the American army

pass through this port on their way to

and from the Philippines. Yet even

ourselves are somewhat ignorant of the

circumstances that under

these seemingly inspiring circumstances

the United States army officer has de-

veloped into probably the most efficient,

certainly the most keenly professional,

soldier in the world. This may sound

somewhat in the nature of a paradox,

but it is true nevertheless, being borne

out by the observations of many com-

petent critics. Here in Hongkong the

American military man is held by those

who know him in high esteem, as much

for his professional ability and single-

hearted devotion to duty as for the high

level of personal honour to which he

has attained. We were therefore

glad to notice, in a recent issue of

the London Standard, that a warm

tribute is paid by a special correspond-

ent to this fine body of professional

soldiers. The writer points out

in the course of his article that

the average American Army officer

considers the Army his home. "He

enters West Point Academy as a mere

boy, and no effort is spared to

break him of all former associations,

to force him into the West Point mould.

He is taught that he belongs to the

Service alone, and if he is not content

to accept the situation he must go: there

are plenty ready to fill the vacancy.

The course at West Point is probably

harder than in any other training

college in the world—too hard, perhaps,

in some ways—and a great many fail to

complete it; but once a cadet has

finished his four years and passed into

the army he is provided with a career

for life. He has no need to worry about

anything beyond his duty. His pay is

always sufficient for his needs; promo-

tion, though slow, is certain, being

regulated entirely by seniority; and

when he reaches the retiring age, which

is the same for all ranks, he is sure of

an adequate pension till death. The

result of the system is that the American

officer stands very much apart from the

mass of his fellow-countrymen. He is a

type by himself, and, as a rule, he is

entirely out of sympathy with all the

other types. Politics leaves him

unmoved—he serves the United States,

not a party. The pursuit of wealth

leaves him equally cold—in no case

would he be permitted to lead an

extravagant life, and the army guarantees

that neither he nor his family shall

ever be in want. He spends most of

his time in outlying stations, where he

sees little society but that of his brother

officers and their families, and, though

absolutely free from any hint of

snobishness, he comes in time to find

little pleasure outside purely Service

circles. He takes his profession as

seriously as other men take their

business; he gives his whole mind to it;

it is the one thing about which he

really cares; and in the end he fre-

quently reaches the point of despising

all the ways of life. Civilians are apt

to resent his attitude towards the things

of everyday existence; Militia and

Volunteer officers detest him for his

efficiency, which is a standing rebuke

to themselves; politicians despise him

for his standard of honour; but, so far

as the nation is concerned, he is a most

excellent institution, and Americans

should be grateful for that very sound

law which raises the army far above the

mud of party politics.

The rank and file of the American

army does not stand forth in so favour-

able a light in the eyes of this observer.

The men, he says, especially the Ameri-

can-born, "are always citizens first and

soldiers afterwards, and discipline has

to be maintained more by tact than by

the exercise of authority. The least in-

fraction of the men's rights leads to

insubordination, which is seldom

punished. Even on active service the

American private expects to receive

his rations of fresh meat and soft bread

as laid down by the regulations, and

the moment these are not forthcoming

he begins to complain, and to talk

of writing to his Congressman. He has

none of that grit which makes the

British private tighten his belt and go

on, with the certainty that, before long,

he will have a fight which will more

than compensate him for his privations.

The non-commissioned officer plays a

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES (Brindisi 2 days earlier)	LYON (London 1 day later)
DELTA	Dec. 26	MONGOLIA	Jan. 23	Jan. 23
ASSAYE	1909 Jan. 9	INDIA	Feb. 6	Feb. 13
DELHI	Jan. 23	VICTORIA	Feb. 20	Feb. 27
DEVANHA	Feb. 6	MOREA	Mar. 6	Mar. 13
BRITANNIA	Feb. 20	MOULTAN	Mar. 20	Mar. 27
DELTA	Mar. 6	OHINA	Apr. 3	Apr. 10
MACEDONIA	Mar. 20	(through steamer)	Apr. 17	Apr. 24
DELHI	Apr. 3	MALWA	May 1	May 8
DEVANHA	Apr. 17	MONGOLIA	May 15	May 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	HONGKONG	LONDON
BIGLIA	Dec. 26	Feb. 18
NILE	Jan. 9	Feb. 27
SUNDA	Jan. 23	Mar. 13
NYANZA	Feb. 6	Mar. 27
MAIZA	Feb. 20	Apr. 10
NOBE	Mar. 6	Apr. 24

These Steamers call also at Singapore, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to
E. A. HEWETT,
Superintendent.

PORTLAND & ASIATIC S.S. CO.

FOR MOJI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA,
HONOLULU AND SAN FRANCISCO en route to PORTLAND.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports. For through rates of Freight and further information communicate with or apply to

S. SILVERSTONE, Agent

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half December.	JAVA	2nd Half of December.
TJIMAH	JAVA	First half of January.	SHANGHAI	First half of January.
TJILWONG	JAPAN	First half of January.	JAVA	First half of January.
TJIKIN	JAVA	Second half of January.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of February.	SHANGHAI	First half of February.
TJIBODAS	JAVA	Do.	JAPAN	Do.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern-lands-Indian ports on Through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

YORK BUILDINGS, 1st Floor.
Hongkong, September 24, 1908.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, Dec. 19, at Noon.
RUBI	2540	R. W. Almond	Manila	Dec. 26, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

ADVERTISEMENTS.

The Attention of Advertisers is drawn to the latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7 should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 5, Wyndham Street before 3 p.m.

THE CHINA MAIL, Ltd.

REMINISCENCES OF INTERPORT ORIENT.

By J. A. E.

Reprinted from the 'China Mail' in Pamphlet Form.

To be had at the 'China Mail' Office, 5, Wyndham Street.

Price ... 50 Cents.

Shipping.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MACEDONIA,'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, VIA BOMBAY.WILL leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—
MARSEILLES... April 17th.
LONDON... April 24th.

FARES TO LONDON—

1st Saloon... £71.10 Single. £106.14 Return.
2nd " £48.8 " £72.12 "For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, November 25, 1908.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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GREAT NORTHERN
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. E. AUSTIN, SATURDAY, 9th Jan., at Noon, 1909.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms (all en suite), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of continuous cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, Agents.FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DELTA, Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 20th December, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mongolia 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S. Marmora, due in London on the 8th Feb., 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, December 12, 1908.

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON, VIA SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

The Steamship INDRAWADI, Captain WILLIAMS, will be despatched as above on TUESDAY, the 5th January, 1909.

For Freight apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, December 12, 1908.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

The Co.'s Steamship PERSIA, Captain HARTLEY, will leave for the above places on THURSDAY, the 17th inst., p.m.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to
SANDER, WIELEB & Co., Agents.

Prime's Building, Hongkong, December 2, 1908.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to PERAN, Cebu, Rio de Janeiro, Black Sea, Levant, Venice and Adriatic Ports).

The Company's Steamship E. FRANK FERDINAND, Captain NIKOLAI, will be despatched as above on or about THURSDAY, the 24th December.

This steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to
SANDER, WIELEB & Co., Agents.

Prime's Building, Hongkong, November 27, 1908.

Shipping.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.
(With liberty to call at MALABAR COAST)

THE Steamship TUDOR PRINCE, Captain Monowall, will be despatched for the above ports on WEDNESDAY, the 16th December, 1908.

For Freight, apply to
ARNHOLD, KARBERG & CO., Agents.

Hongkong, November 11, 1908.

NOTICES TO CONSIGNEES

THE OCEAN STEAMSHIP CO., LTD., AND THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Notice to Consignees.

CONSIGNEES of Cargo on THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION COMPANIES' steamers are hereby notified that on and after 1st JANUARY, 1909, all cargo ex these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For Storage Rates and other particulars, apply to
BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO., LTD. THE CHINA MUTUAL STEAM NAV. CO., LTD. HOLT'S WHARF.

Hongkong, December 14, 1908.

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLID.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND SHANTAI.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st December will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st December, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, December 14, 1908.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Co.'s Steamship Kuroki Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 18th Dec. will be subject to sale.

No Fire Insurance has been effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within seven days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, December 12, 1908.

FROM NEW YORK.

THE H.A.L. Steamship ARAGONIA, Captain MAYNE, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their goods from alongside.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of December will be subject to sale.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, December 12, 1908.

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All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of December will be subject to sale.

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NIPPON YUSEN KAISHA.

Hongkong, December 12, 1908.

FROM NEW YORK.

Shipping.

UNITED STATES MAIL LINE.
The San Francisco Overland Routes.PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA (ORIENTAL S.S. CO.)
(Operating the LARGEST and FASTEST STEAMSHIPS on the PACIFIC) from HONGKONG to SAN FRANCISCO

THE NATIONAL HIGHWAY TO EUROPE

Via China, Japan and the United States.

Quick route from HONGKONG via Shanghai, Nagasaki, through the beautiful Inland Sea of Japan, Kobe, Yokohama, Honolulu and San Francisco.

Sailing from HONGKONG at intervals of about 9 Days.

'THE GREYHOUNDS OF THE PACIFIC.'

The vessels comprising the fleet of the GREAT AMERICAN MAIL ROUTE are of the most modern construction, containing all the latest appliances for safety and fitted regardless of expense to afford absolute comfort and luxury.

Unsurpassed accommodation, unequaled Cuisine and Service, most approved electrical apparatus of the latest and best.

In finish, decoration, artistic skill and taste the steamers of the Japan Service are the finest examples of the Ship Builder's Art and are the largest and most magnificent vessels afloat on the Pacific.

The remarkable Steadiness makes sea-sickness practically impossible.

A Word in Season to Intending Travellers from China and Japan.

When selecting your lines, be advised and travel by the SAN FRANCISCO OVERLAND ROUTES Southern Pacific, Union Pacific, Chicago and North Western Railway and American, Topeka and Santa Fe Railway System, reaching all the principal cities and towns in the United States and are the direct routes of Trade and Travel from the Pacific Coast to all points East. Beautiful Pacific American, Luxurious Trains, Beautiful Scenery, 8 Fast Limited Trains leave San Francisco Daily for Eastern Cities.

The trains between San Francisco, Chicago and New York are the fastest on the American Continent, the equipment consisting of Pullman Sleeping Cars, Private Compartments, Dining Car, Buffet Car, with Library, Billiard Room and Bath, as well as Tourist Cars.

Hongkong to Liverpool or London.

Special reduction, 1st-Class, granted to members of the Military, Naval, Diplomatic and Civil Services and to Missionaries.

Passengers have choice of routes across the Continent of America and have privilege of travelling by any Atlantic Steamship Line.

STOP-OVER PRIVILEGES ALLOWED AT THE DIFFERENT PORTS OF CALL.

Round-the-World passage tickets issued in connection with the P. & O. S. N. Co., North German Lloyd and Messageries Maritimes Companies.

350 Pounds of Baggage is allowed on Trans-Pacific Steamers, the Overland Railways and Atlantic Steamer Free of Charge.

ALL PASSENGER RATES PAYABLE AT CURRENT RATE OF EXCHANGE.

INTERMEDIATE SERVICE.

The Fine Steamers CHINA (10,200 Tons) and ASIA (9,500 Tons) are in this Service carrying only intermediate passengers.

Hongkong to London... £40.

Apply personally, or by letter, for gratuitous and post-free accurate Maps and Handsomely Illustrated Guide Books, Sporting and Tourist Pamphlets, to

T. D. MCKAY,
General Passenger Agent.SAN FRANCISCO OVERLAND ROUTES,
King's Building, (opposite Blake Pier, Connaught Road), HONGKONG.No. 1, Yang-King-Pang, SHANGHAI.
Hongkong, November 28, 1908.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Co.'s Steamship Kaitang having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 14th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, December 12, 1908.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 17th December, at 4 p.m., will be subject to sale.

No Fire Insurance will be effected by me to any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, December 11, 1908.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?

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Price ... 50 Cents.

